

PROPOSED HIGHLANDS SUBAREA COMMUNITY DESIGN POLICIES DISTRICT 'D'

A. SITE DESIGN AND BUILDING LOCATION

Objective A: Ensure that new buildings are located in relation to streets and other buildings so that the Vision of the Highlands Subarea as a Center Village can be realized.

I. Site Design and Street System

Objective: Organize redevelopment for efficiency while maintaining flexibility so that land use intensity and residential density in the Subarea can be higher than the original pattern.

Policy: D/A.I.1: Reconfigure streets in commercial areas, if necessary, so that parcels may be consolidated for greater efficiency of land use.

Policy: D/A.I.2: Use hierarchical system of streets to avoid over-burdening transportation system.

Policy: D/A.I.3: Reconfigure alleys in commercial areas so that they contribute to the vitality of the businesses in the area.

Policy: D/A.I.4: Promote ease of vehicular access to commercial areas.

II. Building Location and Orientation

Objective: Organize buildings to facilitate pedestrian activity throughout the Subarea; ensure visibility of businesses; site structures so that natural light and solar access are available to other structures and open space; enhance visual character and definition of streets; provide transition between buildings, other land uses, and the street; increase privacy for residential uses; reinforce a feeling of residential neighborhood.

Policy D/A.II.1: Locate commercial structures so they abut sidewalks along streets.

Policy D/A.II.2: Locate mixed-use structures so that they abut sidewalks along streets.

Policy D/A.II.3: Locate residential structures or mixed-use with residential on the ground floor back from sidewalk edge so private front entry space and landscaping can be accommodated.

Policy D/A.II.4: Locate buildings without pedestrian-oriented uses or façades back from sidewalk edge so that landscaping or other façade treatment can be provided between structure and street.

Policy D/A.II.5: Orient the front of commercial buildings to the street with clear connections to sidewalks.

Policy D/A.II.6: Elevate ground-floor residential uses fronting on streets above sidewalk level for privacy.

Policy D/A.II.7: Orient mixed-use buildings so that residential use areas receive natural light.

III. Building Entries

Objective: Ensure that building entries further the pedestrian nature of the Subarea.

Policy D/A.III.1: Locate primary building entrance on a street to further pedestrian activity.

Policy D/A.III.2: Make street-fronting entrances prominently visible from streets and connected to sidewalks.

Policy D/A.III.3: Incorporate human-scale elements in entry design to create a pedestrian-oriented environment.

Policy D/A.III.4: Provide transition space between public space and residential entries in mixed-use projects.

IV. Transition to Surrounding Development

Objective: Shape development projects so that redevelopment of neighborhoods respects those surrounding areas that are not currently being redeveloped.

Policy D/A.IV.1: Articulate building façades.

Policy D/A.IV.2: Increase side or rear setbacks of buildings to reduce bulk and scale of large buildings and to allow daylight to reach adjacent yards.

Policy D/A.IV.3: Design roofs so that rooflines, pitches and shapes reduce the apparent bulk of buildings.

V. Service Element Location and Design

Objective: Reduce the potential negative impact of service elements.

Policy D/A.V.1: Enclose garbage, recycling collection and utility areas.

Policy D/A.V.2: Locate and design service elements to minimize impacts on the pedestrian environment and adjacent uses.

VI. Gateways

Objective: Distinguish gateways as primary entrances to the Highlands Subarea.

Policy D/A.VI.1: Designate gateways in locations having the following criteria:

- i. At the edge of a neighborhood
- ii. A place with potential for redevelopment
- iii. On major transit and transportation route

Policy D/A.VI.2: Mark district gateways with visually prominent features.

Policy D/A.VI.3: Create visual prominence through the use of public art, monuments, special landscape treatment, open spaces or plazas, identifying building form or prominent architectural features, special paving, unique pedestrian scale lighting, or bollards.

Policy D/A.VI.4: Orient and scale gateways for both vehicles and pedestrians.

Policy D/A.VI.5: Designate north and south ends of the commercial area as the “gateways” to the Highlands.

B. PARKING AND VEHICULAR ACCESS

Objective: Provide safe, convenient access to the Highlands Subarea; facilitate public transportation systems; ensure sufficient parking is provided; encourage creativity in reducing the visual and physical impacts of multi-vehicle parking areas; use parking lot design to maintain an active pedestrian environment.

I. Parking Location

Objective: Maintain active pedestrian environments along streets by reducing the impact of parking.

Policy D/B.I.1: Site parking at the rear of buildings, as a first choice or side of buildings, as a second choice.

Policy D/B.I.2: Allow on-street parallel parking located adjacent to project sites to be included in calculation of parking requirements.

Policy D/B.I.3: Reduce frontage of parking lot along streets so that pedestrian use is not hindered.

II. Surface Parking Design

Objective: Ensure safety of users of parking areas, convenience to business, and reduce the impact of parking lots wherever possible.

Policy D/B.II.1: Configure parking into small units connected by landscaped areas.

Policy D/B.II.2: Use landscaping to screen parking lots from public view.

Policy D/B.II.3: Design parking lot lighting to remain contained within perimeter of parking lot.

III. Structured Parking

Objective: Use land efficiently by locating parking into buildings.

Policy D/B.III.1: Avoid locating structured parking abutting sidewalks in pedestrian areas.

Policy D/B.III.2: Require ground-floor commercial uses in structured parking buildings along street frontage.

Policy D/B.III.3: Design fronts of structured parking buildings facing streets with human-scale elements and details.

IV. Vehicular Access to Parking

Objective: Minimize, consolidate, or eliminate vehicle access across pedestrian walkways.

Policy D/B.IV.1: Encourage vehicles to enter garages and parking areas from side streets, alleys, or consolidated driveways.

Policy D/B.IV.2: Prohibit driveways to surface parking lots from high-volume pedestrian use streets.

C. PEDESTRIAN ENVIRONMENT

Objective: Enhance the urban character of the Highlands Subarea by creating pedestrian networks that are safe and convenient to use.

I. Pedestrian Pathways Through Parking Lots

Objective: Provide safe and attractive pedestrian connections to buildings, parking garages, and parking lots.

Policy D/C.I.1: Delineate pedestrian pathways and private streets through parking lots.

II. Pedestrian Circulation

Objective: Create a network of linkages for pedestrians to improve safety and convenience and enhance the pedestrian environment.

Policy D/C.II.1: Provide pedestrian connections between building entries and public sidewalks.

Policy 2C.II.2: Provide a means of access from commercial areas to residential neighborhoods.

III. Pedestrian Amenities

Objective: Create attractive spaces that unify the building and street environment, are inviting and comfortable for pedestrians, and provide accessible areas for the public for different types of activities and in all types of weather.

Policy 2C.III.1: Provide multi-seasonal site furniture and weather protection that is appropriate for a variety of activities.

Policy D/C.III.2: Provide pedestrian amenities that are inviting, but do not impede pedestrian travel or impede access to businesses.

Policy D/C.III.3: Encourage incorporation of architectural elements at building entries that enhance the pedestrian environment.

D. LANDSCAPE AND OPEN SPACE

Objective: Provide landscaping to give visual relief in areas with dense development of buildings and parking; provide active and passive recreation areas in sufficient amounts and convenient locations for the community; facilitate community gathering in centrally located places.

I. Landscaping

Objective: Provide landscaping to give visual relief in areas with dense development of buildings and parking, use landscaping to add to the aesthetic enjoyment of the Subarea.

Policy D/D.I.1: Use landscaping to reinforce architectural concepts and improve aesthetics of development in the Subarea.

II. Open Space

Objective: Use open space as both a means of visual relief from densely developed areas and to facilitate community gathering in centrally located places.

Policy D/D.II.1: Design open space in commercial areas to be functional as pedestrian gathering places.

Policy D/D.II.2: Require open space (or recreation areas) in mixed-use development that is separate from building setbacks, parking areas, and architectural elements, such as balconies.

Policy D/D.II.3: Require common open space at entries of multi-family residential-only buildings.

E. BUILDING ARCHITECTURAL DESIGN

Objective: Encourage building design that is urban in character, at a human scale, and uses materials characteristic of the Pacific Northwest.

I. Building Character, Massing, and Construction

Objective: Design all sides of buildings visible to the public to be visually interesting and at a human scale.

Policy D/E.I.1: Establish maximum and minimum building heights ensure buildings are in proportion to the width of the street (prospective views are a consideration when setting the maximum building height).

Policy D/E.I.2: Consider architectural shaping of buildings such as angled building corners, curved façades, offset planes, wing walls, and terracing to provide visual interest and reduce the scale of large buildings.

Policy D/E.I.3: Avoid long, plain, blank walls on larger buildings.

II. Ground-level Details

Objective: Ensure that buildings are visually interesting and reinforce the intended human-scale character of the Subarea.

Policy D/E.II.1: Require buildings facing pedestrian-oriented environments to have transparent windows with changing displays.

Policy D/E.II.2: Encourage street vendors, inclusion of container plants, water fountains or features, covered seating areas, and kiosks that contribute to a lively street environment.

Policy D/E.II.3: Raise the front entry above grade level when residential is on the ground floor.

Policy D/E.II.4: Incorporate windows and porches on the front façade of residential structures.

Policy D/E.II.5: Prohibit plain blank walls in pedestrian environments.

III. Building Roof Lines

Objective: Ensure that roof forms provide distinctive profiles and interest and contribute to the visual continuity of the Subarea.

Policy D/E.III.1: Use architectural details to create varied and interesting roof profiles.

Policy D/E.III.2: Require pitched roofs on buildings that are predominately residential.

F. SIGNAGE

Objective: Encourage signs that are clear, of appropriate scale, contribute to the character of the Subarea, and provide color and interest.

I. Commercial Signage

Objective: Provide an effective means of advertising and providing location information for businesses.

Policy D/F.I.1: Coordinate signage with overall building design.

Policy D/F.I.2: Create interest in commercial areas with signs that are colorful and lively.

Policy D/F.I.3: Allow neon and animated signs, but prohibit pole signs and video-display signs in commercial areas.

Policy D/F.I.4: Encourage blade signs that are proportional to the building façade.

II. Way finding

Objective: Provide directional assistance within the Subarea.

Policy D/F.II.1: Incorporate way finding elements into redevelopment plans.

Policy D/F.II.2: Adopt a uniform visual guidance system to aid in user orientation within the Subarea.

G. LIGHTING

Objective: Ensure safety and security in the Subarea through provision of adequate lighting at levels appropriate for the intended use (pedestrian walkways, parking lots and garages, plazas, building entries, and public spaces). Use lighting to increase the visual attractiveness of the Subarea in the evening and at night.

I. Security Lighting

Objective: Provide lighting systems for security, but avoid unnecessary spillage of light beyond the perimeter of the project site.

Policy D/G.I.1: Provide on-site lighting at recommended levels to provide security.

Policy D/G.I.2: Provide pedestrian-scale lighting at building entrances, along streets, and in pedestrian-oriented common areas and plazas.

II. Lighting for Aesthetics

Objective: Provide accent lighting at focal points such as gateways, public art locations, and significant landscape features.

Policy D/G.II.1: Provide decorative lighting (such as lighted bollards or wall sconces) throughout the Subarea commercial area.

PROPOSED HIGHLANDS SUBAREA COMMUNITY DESIGN POLICIES DISTRICT 'E'

A. SITE DESIGN AND BUILDING LOCATION

Objective: Ensure that new buildings are located in relation to streets and other buildings so that the Vision of the Highlands Subarea as a Center Village can be realized

I. Site Design and Street System

Objective: Organize redevelopment for efficiency while maintaining flexibility so that land intensity and residential density in the Subarea can be higher than the original pattern.

Policy E/A.I.1: Maintain existing pattern of streets where possible.

Policy E/A.I.2: Reinforce hierarchy by narrowing streets that serve residential areas.

Policy E/A.I.3: Reestablish existing alleys or create new alleys between residential blocks.

Policy E/A.I.4: Limit pass-through traffic in residential areas to increase pedestrian safety.

II. Building Location and Orientation

Objective: Organize buildings to facilitate pedestrian activity throughout the Subarea; ensure visibility of businesses; site structures so that natural light and solar access are available to other structures and open space; enhance visual character and definition of streets; provide transition between buildings, other land uses, and the street; increase privacy for residential uses; reinforce a feeling of residential neighborhood.

Policy E/A.II.1: Design the relationship of building height and front setback to the sidewalk/planting strip so that the ratio of these components is developed to create a human-scale, comfortable, and safe environment.

Policy E/A.II.2: Locate primary residential structures toward the front of lots to create ground-related, open space at the back of lots

Policy E/A.II.3: Ensure that *size* and *scale* of the block are designed proportionately, with blocks no longer than 300 feet.

Policy E/A.II.4: Add mid-block pedestrian walkways where blocks cannot be reconfigured to the ideal of 300 feet maximum length.

Policy E/A.II.5: Orient the front of residential structures toward public streets.

Policy E/A.II.6: Orient garages and accessory residential structures toward alleys.

Policy E/A.II.7: Orient structures so that natural light is available to living areas and outdoor areas have access to direct sunlight.

III. Building Entries

Objective: Ensure that building entries further the pedestrian nature of the Subarea.

Policy E/A.III.1: Locate primary entries either facing a street or facing a common open space area with pedestrian walkways, not parking.

IV. Transition to Surrounding Development

Objective: Shape development projects so that redevelopment of neighborhoods respects those surrounding areas that are not currently being redeveloped.

Policy E/A.IV.1: Consider edges of neighborhoods where one use transitions to another or when there is a significant change in density.

V. Service Element Location and Design

Objective: Reduce the potential negative impact of service elements.

Policy E/A.V.1: Consider the aesthetic quality of service elements by either providing locations out of public view or by enclosures.

VI. Gateways

Objective: Distinguish gateways as primary entrances to the Highlands Subarea.

Policy E/A.VI.1: Ensure that gateways to residential neighborhoods are distinctive, but compatible with the neighborhood character in form and scale.

Policy E/A.VI.2: Provide neighborhood identity signage (do not allow permanent commercial signs within neighborhoods).

Policy E/A.VI.3: Incorporate distinctive natural elements or significant historical events into neighborhood gateways.

B. PARKING AND VEHICULAR ACCESS

Objective: Provide safe, convenient access to the Highlands Subarea; facilitate public transportation systems; ensure sufficient parking is provided; encourage creativity in reducing the visual and physical impacts of multi-vehicle parking areas; use parking lot design to maintain an active pedestrian environment.

I. Parking Location

Objective: Maintain active pedestrian environments along streets by reducing the impact of parking.

Policy E/B.I.1: Site parking at the rear of buildings, as a first choice or side of buildings, as a second choice.

Policy E/B.I.2: Access parking from alleys where they are available or where they will be provided through redevelopment.

II. Surface Parking Design

Objective: Ensure safety of users of parking areas, convenience to business, and reduce the visual impact of parking lots.

Policy E/B.II.1: Use landscaping to screen parking from public view.

Policy E/B.II.2: Incorporate multi-use shared parking strategies where possible.

Policy E/B.II.3: Consolidate surface parking where cottage residential units are not on individual parcels.

III. Structured Parking

Objective: Use land efficiently by locating parking into buildings.

Policy E/B.III.1: Provide structured parking for multi-story, multi-family residential buildings.

IV. Vehicular Access to Parking

Objective: Minimize, consolidate, or eliminate vehicle access across pedestrian walkways.

Policy E/B.IV.1: Require vehicles to enter/exit garages and parking areas from side streets, alleys, or consolidated driveways.

C. PEDESTRIAN ENVIRONMENT

Objective: Enhance the urban character of the Highlands Subarea by creating pedestrian networks that are safe and convenient to use.

I. Reserved

II. Pedestrian Circulation

Objective: Create a network of linkages for pedestrians to improve safety and convenience and enhance the pedestrian environment.

Policy E/C.II.1: Connect residential entries with public sidewalks.

Policy E/C.II.2: Use pedestrian walkways to connect residential neighborhoods to commercial areas.

III. Pedestrian Amenities

Objective: Create attractive spaces that unify the building and street environment, are inviting and comfortable for pedestrians, and provide accessible areas for the public for different types of activities and in all types of weather.

Policy E/C.III.1: Provide transit shelters, benches, trash receptacles, and lighting at transit stops in residential areas.

D. LANDSCAPE AND OPEN SPACE

Objective: Provide landscaping to give visual relief in areas with dense development of buildings and parking; use landscaping to add to the aesthetic enjoyment of the Subarea; facilitate community gathering in centrally located places.

I. Landscaping

Objective: Provide landscaping to give visual relief in areas with dense development of buildings and parking, use landscaping to add to the aesthetic enjoyment of the

Subarea.

Policy 1D.I.1: Require landscaping in residential areas to provide visual relief and privacy.

II. Open Space

Objective: Use open space as a means of visual relief from densely developed areas and to facilitate community gathering in centrally located places.

Policy E/D.II.1: Cluster residential development, leaving open space to provide visual relief and places for informal recreation.

E. BUILDING ARCHITECTURAL DESIGN

Objective: Encourage building design that is urban in character, at a human scale, and uses materials characteristic of the Pacific Northwest.

I. Building Character, Massing, and Construction

Objective: Design all sides of buildings visible to the public to be visually interesting and at a human scale.

Policy E/E.I.1: Require multi-family housing to incorporate building forms and architectural features common to single-family houses.

Policy E/E.I.2: Design and site buildings so that the size of structures (width and height) is proportional to the width of the street and mass of the facing building.

Policy E/E.I.3: Modulate building façades and provide architectural detailing for visual interest.

Policy E/E.I.4: Provide incentives for “Built Green” construction that results in improved interior air quality and more efficient housing.

II. Ground-level Details

Objective: Ensure that buildings are visually interesting and reinforce the intended human-scale character of the Subarea.

Policy E/E.II.1: Incorporate windows and porches on the front façade of residential structures.

Policy E/E.II.2: Design the private-public front interface to increase the likelihood of social interaction.

III. Building Roof Lines

Objective: Ensure that roof forms provide interest and contribute to the visual continuity of the Subarea.

Policy E/E.III.1: [ADD POLICY]

F. SIGNAGE

Objective: Encourage signs that are clear, of appropriate scale, contribute to the character of the Subarea, and provide color and interest.

I. Neighborhood Signage

Objective: Provide signs that identify neighborhoods.

Policy E/F.I.1: Provide minimal public signs in neighborhoods for way finding.

Policy E/F.I.2: Prohibit commercial signs in residential areas.

II. Way finding

Objective: Provide an effective means of providing location information.

Policy E/F.I.1: Provide signs that identify neighborhoods.

Policy E/F.II.1: Incorporate way finding elements into redevelopment plans.

Policy E/F.II.2: Adopt a design that can be used area-wide to facilitate user orientation.

G. LIGHTING

Objective: Ensure safety and security in the Subarea through provision of adequate lighting at levels appropriate for the intended use (pedestrian walkways, parking lots and

garages, plazas, building entries, and public spaces). Use lighting to increase the visual attractiveness of the Subarea in the evening and at night.

I. Security Lighting

Objective: Provide lighting systems for security, but avoid unnecessary spillage of light beyond the perimeter of the project site.

Policy E/G.I.1: Provide on-site lighting at recommended levels to provide security.

Policy E/G.I.2: Provide pedestrian-scale lighting at building entrances, along streets, and in pedestrian-oriented common areas and plazas.